

205710

Bonnie Ogle
8474 S. Myrtle Rd.
Myrtle Creek, OR 97457

RE: Myrtle Creek, OR 97457

02 NOV 32 PM 12:28

United States Department of Transportation Dockets
Docket No. **FAA-2002-13378**
400 Seventh Street South West
Room Plaza 401
Washington, DC **20590**

November **16, 2002**

RE: Docket No. **FAA-2002-13378-1399**

Dear U.S. Department of Transportation,

Docket No. **FAA-2002-13378** needs to make changes to a few sections. The first concern is that the privacy rights of both the shipper and receiver of the animals will be violated. Second if the names and addresses of private citizens and companies are made public, they may be placed on mailing lists or targeted by different groups.

The second section is the use of the term "guardian" in describing the owner of an animal. Animals are bought, sold, and are clearly considered as property under the law. The term "guardian" should be removed.

The third section is the ruling's mandate that the airline must determine the potential future use of the animal. If the animal has been purchased by an individual consumer, then the designation as a "pet" may be made by the consumer. However, if the animal is being shipped to a commercial distributor or retailer, the final designation of the animal's use is unknown. Will the rat or mouse being shipped become a family "pet" or be used to feed a reptile, such as a snake? Will the German Shepard pup being commercially shipped to a retailer, be sold the next week to a private family or to a Police Department for use as a police or drug dog? Because of this, commercial sales and commercial shipping of animals should be exempt from the **FAA** ruling.

Sincerely,

Bonnie Ogle

United States Department of Transportation Dockets
Docket No. FAA-2002-13378
400 Seventh Street South West
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
02 NOV 32 2:15 PM

November 18, 2002

RE: Docket No. FAA-2002-13378

Dear U.S. Department of Transportation,

Docket No. FAA-2002-13378 needs to have changes made to a few sections. The first concern is that the privacy rights of both the shipper and receiver of the animals will be violated.

The second concern is if the names and addresses of private citizens and companies are made public, they may be placed on mailing lists or targeted by different groups.

The second section is the use of the term "guardian" in describing the owner of an animal. Animals are bought, sold, and are clearly considered as property under the law. The term "guardian" should be removed.

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Sincerely,



Mary Forsyth
Rural Route #4 Box 260-A
De Kalb, PX 75559-9343

Docket # FAA-2002-13378

To: Docket Management System
U.S. Department of Transportation
Room Plaza 401
400 Seventh Street, S.W.
Washington, D.C. 20590-0001

DEPT. OF TRANSPORTATION
02 NOV 32 PM 12:20

To Whom It May Concern:

I am writing in support of the proposed regulations as published in the ***Federal Register*** of September 27, 2002, Docket number FAA-2002-13378, and urge you to adopt the regulations without further delay.

The proposed regulations would implement the law that requires air carriers to establish reporting and record keeping for animals that **are** lost, injured, or killed during air transport separate from the current lost baggage claim system. It also requires that the airlines determine the cause of an incident resulting in the loss, injury or death of an animal, and take corrective action to prevent or minimize its occurrence in the future.

It is my understanding that the proposed regulation limits the animals covered to only those that are kept as a pet, or being sold as a pet, and that the original intent of the legislation was to include all animals transported. I would respectfully urge that the definition be expanded to reflect this. I also understand that the law requires airlines to train their personnel regarding safe and humane handling and care of the animal from the time of check-in to return to the owner or guardian. **This** is crucial if we are to prevent mishaps from occurring and, thereby, prevent animals from escaping, sustaining injuries, or perishing during transport.

As someone who cares about animals and their humane treatment, I was deeply disturbed to learn about the numerous incidents of animals escaping from their carriers, running down airport runways not to be found again, sustaining injuries from rough handling by baggage personnel, and perishing in cargo holds that are not equipped with temperature control devices to counteract the extreme temperatures of the summer and winter months. More people today consider their **pets** a part of the family and would prefer to travel with them. Existing provisions prevent them from doing **so**. Finally, all animals, regardless of being someone's companion, should **be** afforded the necessary provisions to ensure their health and safety during air transport. Adoption of the proposed regulations will **go** far in assisting in this effort and provide the public with vital information concerning an airlines' track record transporting animals in order to make informed decisions.

Thank you again for issuing the proposed regulations. I urge you to adopt them immediately so that the law can take effect today.

Sincerely,



JOSEPH CALERI

November 27, 2002

Docket Management System
U.S. Department of Transportation
400 Seventh St., SW PL-401
Washington, D.C. 20590-0001

Comments on Docket No. FAA-2002-1337s

Ladies and Gentlemen:

I am extremely concerned over the proposed rules concerning commercial airline shipment of live animals. I am a dog owner, breeder, exhibitor, and judge and fly with my dogs several times each year. Often I fly to distant and prestigious dog shows, but sometimes I simply prefer to travel with one of my dogs simply for the companionship my dog provides. I have flown dogs on commercial airlines since 1983 and have never had any problems with the airlines or how they treat my dogs. I also serve as the President of the Corpus Christi Kennel Club, and we hold our shows here in our city. Because of the distance from more populous cities, we rely on exhibitors who fly their dogs to our shows for income-both to our club and to the local businesses such as hotels and restaurants.

Because of my interest and involvement with purebred dogs, I am committed to safe air travel for all dogs and animals. However, I am concerned that the government not create regulations that discourage air carriers from transporting animals in general, and dogs in particular. I also do not want to see government create unnecessary increases in cost or red tape to the shipping public. I believe that the Federal Aviation Administration (FAA) proposed rules are overly broad and will create a burden on air carriers that could cause them to restrict or eliminate the carriage of animals. It will also result in the imposition of unnecessary costs on the public who ship dogs. I believe that the FAA proposed rules should be modified in the following ways:

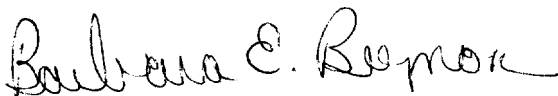
1. It is not practical for airlines to report incidents of loss, injury, or death to all warm- and cold-blooded animals, as currently proposed by the FAA. For example, this would require air carriers to assess the health of tropical fish, reptiles, scorpions, and many other species. If air carriers are required to do this, more of them may decide to embargo carrying all animals, as some carriers already do. This would be detrimental to the public these rules are designed to serve. **I believe that reporting of incidents should be restricted to all mammals only.**
2. I believe that the proposed rules define "incident" too broadly. A carrier should be required to initiate an investigation and file a report **only when a complaint of loss, injury, or death of a mammal has been filed by the owner or shipper.**
3. I am concerned about the privacy of persons who ship mammals which may be involved in an incident, as defined by the FAA. I believe that the FAA should make clear that only the number, nature, and cause of incidents should be publicly reported. **Information about the name of the owner and name of the animal involved in the incident should not be included in information about incidents which is reported to or made available to the public.**
4. I object to the use of the word "guardian" in the proposed rules. "Guardian" is a meaningless term in the legal sense, and only reflects a political agenda that is not relevant to this issue. "Owner" is not a dirty word and may be found in statutes and rules elsewhere in the federal

government. **Reports should list the animal's owner and/ or the consignor and consignee of the shipment.**

I understand that The American Kennel Club (AKC) will submit a more detailed and comprehensive comment letter on these proposed rules. The AKC's objectives are to assure safe air travel for animals while assuring access to air travel at reasonable cost to the public. I agree with those objectives and would like to associate myself with the comments **of** the AKC.

I strongly urge the FAA to modify the proposed rules by taking into account the comments above and those of the AKC. Thank you for your attention to my letter.

Sincerely,

A handwritten signature in black ink that reads "Barbara E. Beynon". The signature is written in a cursive, flowing style.

Barbara E. Beynon
473 University **Dr.**
Corpus Christi, TX 78412-2743

CNR Country Feed and Pet
Charles Robertson
1728 N 750 W
Ogden, UT 84404-6106

DEPT OF TRANSPORTATION
02 NOV 32 PM 12:26

United States Department of Transportation Dockets
Docket No. FAA-2002-13378
400 Seventh Street South West
Room Plaza 401
Washington, DC 20590

November 16, 2002
RE: Docket No. FAA-2002-13378

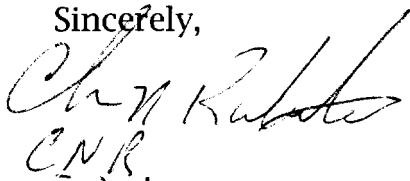
Dear U.S. Department of Transportation,

Docket No. FAA-2002-13378 needs to have a few changes made to some of its sections. The first concern is that the privacy rights of both the shipper and receiver of the animals will be violated. Second, if the names and addresses of private citizens and companies are made public, they may be placed on mailing lists or targeted by different groups.

The second section is the use of the term "guardian" in describing the owner of an animal. Animals are bought, sold, and are clearly considered as property under the law. The term "guardian" should be removed.

The third section is the ruling's mandate that the airline must determine the potential future use of the animal. If the animal has been purchased by an individual consumer, then the designation as a "pet" may be made by the consumer. However, if the animal is being shipped to a commercial distributor or retailer, the final designation of the animal's use is unknown. Will the rat or mouse being shipped become a family "pet" or be used to feed a reptile, such as a snake? Will the German Shepard pup being commercially shipped to a retailer, be sold the next week to a private family or to a Police Department for use as a police or drug dog? Because of this, commercial sales and commercial shipping of animals should be exempt from the FAA ruling.

Sincerely,


CNR.

***Merrilee H. Cichy
56 Orchard Place
Greenwich, CT 06830
(203) 629-1140***

November 27, 2002

To: Docket Management System
U.S. Department of Transportation
Room Plaza 401
400 Seventh Street, S.W.
Washington, D.C. 20590-0001

To Whom It May Concern:

Docket # FAA-2002-13378

I am writing in support of the proposed regulations as published in the Federal Register of September 27, 2002, Docket number FAA-2002-13378, and urge you to adopt the regulations without further delay.

The proposed regulations would implement the law that requires air carriers to establish reporting and record keeping for animals that are lost, injured, or killed during air transport separate from the current lost baggage claim system. It also requires that the airlines determine the cause of an incident resulting in the loss, injury or death of an animal, and take corrective action to prevent or minimize its occurrence in the future.

It is my understanding that the proposed regulation limits the animals covered to only those that are kept as a pet, or being sold as a pet, and that the original intent of the legislation was to include all animals transported. I would respectfully urge that the definition be expanded to reflect this. I also understand that the law requires airlines to train their personnel regarding safe and humane handling and care of the animal from the time of check-in to return to the owner or guardian. This is crucial if we are to prevent mishaps from occurring and, thereby, prevent animals from escaping, sustaining injuries, or perishing during transport.

As someone who cares about animals and their humane treatment, I was deeply disturbed to learn about the numerous incidents of animals escaping from their carriers, running down airport runways not to be found again, sustaining injuries from rough handling by baggage personnel, and perishing in cargo holds that are not equipped with temperature control devices to counteract the extreme temperatures of the summer and winter months. More people today consider their pets a part of the family and would prefer to travel with them. Existing provisions prevent them from doing so. Finally, all animals, regardless of being someone's companion, should be afforded the necessary provisions to ensure their health and safety during air transport. Adoption of the proposed regulations will go far in assisting in this effort and provide the public with vital information concerning an airlines' track record transporting animals in order to make informed decisions.

Thank you again for issuing the proposed regulations. I urge you to adopt them immediately so that the law can take effect today.

Sincerely,

A handwritten signature in black ink, appearing to read "Merrilee Cichy", with a long horizontal flourish extending to the left.

United States Department of Transportation Dockets
Docket No. FAA-2002-13378
400 Seventh Street South West
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
02 NOV 22 16:00
November 16, 2002

RE: Docket No. FAA-2002-13378

Dear U.S. Department of Transportation,

Docket No. FAA-2002-13378 needs to have changes made to a few sections. The first concern is that the privacy rights of both the shipper and receiver of the animals will be violated. Secondly if the names and addresses of private citizens and companies are made public, they may be placed on mailing lists or targeted by different groups.

The second section is the use of the term "guardian" in describing the owner of an animal. Animals are bought, sold, and are clearly considered as property under the law. The term "guardian" should be removed.

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Sincerely, 

Kay Wing Kennels
Benita Moore
Route #1 Box 157
South Coffeyville, OK 74072

Docket # FAA

To: Docket Management System
U.S. Department of Transportation
Room Plaza 401
400 Seventh Street, S.W.
Washington, D.C. 20590-0001

To **Whom** It May Concern:

I **am** writing in support of the proposed regulations **as** published in the *Federal Register* of September 27, 2002, Docket number FAA-2002-13378, and urge you to adopt the regulations without further delay.

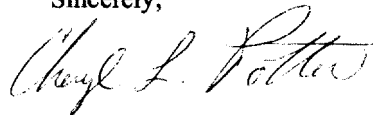
The proposed regulations would implement the law that requires air carriers to establish reporting and record keeping for animals that are lost, injured, or killed during air transport separate from the current lost baggage claim system. It also requires that the airlines determine the cause of an incident resulting in the loss, injury or death of an animal, and take corrective action to prevent or minimize its occurrence in the future.

It is my understanding that the proposed regulation limits the animals covered to only those that are kept **as** a pet, or being sold **as** a pet, and that the original intent of the legislation was to include all animals transported. I would respectfully urge that the definition be expanded to reflect this. I also understand that the law requires airlines to train their personnel regarding safe and humane handling and care of the animal from the time of check-in to return to the owner or guardian. This is crucial if we are to prevent mishaps from occurring **and**, thereby, prevent animals **from** escaping, sustaining injuries, or perishing during transport.

As someone who cares about animals and their humane treatment, I was deeply disturbed to learn about the numerous incidents of animals escaping **from** their carriers, running down airport runways not to be found again, sustaining injuries from rough handling by baggage personnel, and perishing in cargo holds that are not equipped with temperature control devices to counteract the extreme temperatures of the summer and winter months. More people today consider their pets a part of the family and would prefer **to** travel with them. Existing provisions prevent them from doing so. Finally, all animals, regardless of being someone's companion, should be afforded the necessary provisions to ensure their health and safety during air transport. Adoption of the proposed regulations will go far in assisting in this effort and provide the public with vital information concerning an airlines' track record transporting animals in order to make informed decisions.

Thank you again for issuing the proposed regulations. I urge you to adopt them immediately so that the law can take effect today.

Sincerely,



Docket # FAA-2002-13378

To: Docket Management System
U.S. Department of Transportation
Room Plaza 401
400 Seventh Street, S.W.
Washington, D.C. 20590-0001

DEPT. OF TRANSPORTATION
02 NOV 32 PM 12:29

To Whom It May Concern:

I am writing in support of the proposed regulations as published in the *Federal Register* of September 27, 2002, Docket number FAA-2002- 13378, and urge you to adopt the regulations without further delay.

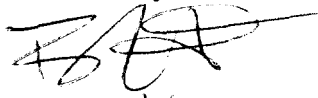
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It is my understanding that the proposed regulation limits the animals covered to only those that are kept as a pet, or being sold as a pet, and that the original intent of the legislation was to include all animals transported. I would respectfully urge that the definition be expanded to reflect this. I also understand that the law requires airlines to train their personnel regarding safe and humane handling and care of the animal from the time of check-in to return to the owner or guardian. This is crucial if we are to prevent mishaps from occurring and, thereby, prevent animals from escaping, sustaining injuries, or perishing during transport.

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Thank you again for issuing the proposed regulations. I urge you to adopt them immediately so that the law can take effect today.

Sincerely,


Brian Hamann
Atlanta, GA

DEPT OF TRANSPORTATION
FAA

02 NOV 02 PM 12: 29

(# FAA-2002-13378

To: Docket Management System
U.S. Department of Transportation
Room Plaza 401
400 Seventh Street, S.W.
Washington, D.C. 20590-0001

To Whom It May Concern:

I am writing in support of the proposed regulations as published in the *Federal Register* of September 27, 2002, Docket number FAA-2002-13378, and urge you to adopt the regulations without further delay.

The proposed regulations would implement the law that requires air carriers to establish reporting and record keeping for animals that are lost, injured, or killed during air transport separate from the current lost baggage claim system. It also requires that the airlines determine the cause of an incident resulting in the loss, injury or death of an animal, and take corrective action to prevent or minimize its occurrence in the future.

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Thank you again for issuing the proposed regulations. I urge you to adopt them immediately so that the law can take effect today.

Sincerely,

Anne Sullivan

1 Union Square West, Suite 201
New York, NY 10003

James Smoker
481 Route 230
Dundee, NY 14837

DEPT OF TRANSPORTATION
02 NOV 32 PM 12:29

United States Department of Transportation Dockets
Docket No. FAA-2002-13378
400 Seventh Street South West
Room Plaza 401
Washington, DC 20590

November 17, 2002

RE: Docket No. FAA-2002-13378

Dear U.S. Department of Transportation,

I would like to express my concerns about the impact Docket No. FAA-2002-1337s may have upon me. The first concern is that the privacy rights of both the shipper and receiver of the animals will be violated. If the names and addresses of private citizens and companies are made public, they may be placed on mailing lists or targeted by different groups.

My next concern is the use of the term "guardian" in describing the owner of an animal. Animals are bought, sold, and are clearly considered as property under the law. The term "guardian" should be removed.

Finally, it seems the ruling will mandate that the airline must determine the potential future use of the animal. If the animal has been purchased by an individual consumer, then the designation as a "pet" may be made by the consumer. However, if the animal is being shipped to a commercial distributor or retailer, the final designation of the animal's use is unknown. Will the rat or mouse being shipped become a family "pet" or be used to feed a reptile, such as a snake? Will the German Shepard pup being commercially shipped to a retailer, be sold the next week to a private family or to a Police Department for use as a police or drug dog? Because of this, commercial sales and commercial shipping of animals should be exempt from the FAA ruling.

Sincerely,



DEPT. OF TRANSPORTATION
11/20/02

Docket # FAA-2002-13378

02 NOV 32 PM 12:29

To: Docket Management System
U.S. Department of Transportation
Room Plaza 401
400 Seventh Street, S.W.
Washington, D.C. 20590-0001

To Whom It May Concern:

I am writing in support of the proposed regulations as published in the *Federal Register* of September 27, 2002, Docket number FAA-2002-13378, and urge you to adopt the regulations without further delay.

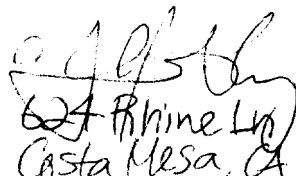
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Thank you again for issuing the proposed regulations. I urge you to adopt them immediately so that the law can take effect today.

Sincerely,


David Rhine, Lp
Costa Mesa, CA
11/20/02